

THIS PRINT COVERS CALENDAR ITEM NO. : 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving creation of one white permitted commuter shuttle-only zone associated with the Commuter Shuttle Pilot Program.

SUMMARY:

- The SFMTA Board of Directors has authority to adopt changes to parking and traffic regulations.
- The SFMTA Board approved an 18-month pilot program to test a limited network of shared Muni and commuter shuttle stops through a permit system.
- To facilitate the pilot, temporary peak period AM and PM extensions to existing Muni bus zones are necessary at certain designated stops in order to accommodate a higher frequency of usage associated with sharing the Muni zones with commuter shuttles during peak times.
- Temporary commuter shuttle-only peak period white zones are necessary at locations with high Muni and high shuttle frequency where sharing existing Muni zones would impact Muni service.
- The SF Planning Department determined that the pilot project was exempt from environmental review.
- SFMTA has determined that the proposed stop modification is categorically exempt from environmental review.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR _____

4/13/15

SECRETARY _____

4/13/15

ASSIGNED SFMTAB CALENDAR DATE: April 21, 2015

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PURPOSE

Approve temporary bus zone modification to support the Commuter Shuttle Pilot Program.

GOAL

This action supports the following SFMTA Strategic Plan Goal and Objectives:

Goal 1: Create a safer transportation experience for everyone

Objective 1.3: Improve the safety of the transportation system.

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel

Objective 2.3: Increase use of all non-private auto modes

DESCRIPTION

In 2014, the SFMTA Board of Directors approved a Commuter Shuttle Policy and Pilot Program, including a resolution amending Division II of the Transportation Code to authorize the Pilot. The Pilot aims to gather information for a permanent program which can address the following key transportation issues related to commuter shuttles:

- Delays in Muni service, which are most intense at stops where Muni service is very frequent
- Challenge of shuttle identification and ability to identify the right provider in response to problems
- Safety concerns, local congestion, and upstream Muni delays that result when vehicles are stopping in zones that are not conducive to sharing
- Clarity for enforcement personnel, providers, and the public about where shuttles are allowed to stop
- Responsibility to recover agency costs
- Lack of complete information about shuttle operations – a challenge for communications and planning

The Pilot is intended to enable the SFMTA to evaluate whether sharing Muni stops specifically selected to minimize impacts on Muni and other users, permit terms that establish standards for operations, and data-supported system management can minimize conflicts while supporting the beneficial commuter options that shuttles provide.

In February 2014, the SFMTA invited members of the commuter shuttle sector to propose the locations they wished to see included in the pilot network. At the same time, the SFMTA asked residents which locations they thought should or should not be included in the pilot network.

Muni service planners and transit engineers reviewed the input and developed a pilot network that is a combination of:

- Zones requested by shuttle service providers
- Zones requested by residents
- Alternative zones within a few blocks of locations requested by shuttle service providers

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The Pilot aims to use curb space efficiently by sharing existing Muni zones that can accommodate shuttle activity. The majority of the pilot network was established in advance of the August 1 pilot launch. To address a remaining gap, the SFMTA is proposing the creation of a white zone for permitted commuter shuttle buses during weekday morning peak periods to accommodate commuter shuttles.

The proposed zone was identified during the pilot network development process, but not able to be implemented at that time due to on-going construction associated with the Potrero Streetscape project. This zone previously served as a Muni zone, but use by Muni was terminated due to operational changes. Conversion of this location to a shuttle zone uses the same curb space as the Muni zone, with an extension of 10 feet of unregulated curb space.

This change requires SFMTA Board approval:

- A. ESTABLISH – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6 AM TO 10 AM, MONDAY THROUGH FRIDAY -- Potrero Avenue, west side, from 25th Street to 100 feet southerly **PH 3/6/15, Requested by SFMTA.**

PUBLIC OUTREACH

The proposed change was presented at the duly noticed for the March 6, 2015 SFMTA engineering public hearing. There were no public comments submitted in response to this proposal.

ALTERNATIVES CONSIDERED

Alternatives considered included not including this zone in the network.

FUNDING IMPACT

All costs associated with the Commuter Shuttle Pilot program are being recovered through the Designated Shuttle Stop Use Permit Fee.

ENVIRONMENTAL REVIEW

On January 9, 2014, the SFMTA, under the authority delegated by the Planning Department, determined that the Commuter Shuttle Policy and Pilot Program and Transportation Code amendments to implement an 18 month pilot program were exempt from environmental review pursuant to Title 14 of the California Code of Regulations Section 15306 as a Class 6 (Information Collection) categorical exemption. On January 9, 2014, the City Planning Department issued a concurrence with this determination. On April 1, 2014, the City Planning Department issued a Notice of Exemption, which was filed with the County Clerk on April 8, 2014.

On March 23, 2015 the SFMTA, under the authority delegated by the Planning Department, determined that the extension one existing bus zone is categorically exempt from environmental review pursuant to Title 14 of the California Code of Regulations Section 15301, Class 1(c)(9) (changes in traffic and parking regulations where such changes do not establish a higher speed limit and/or result in more than a negligible increase in the use of the street) and/or Class 1(c)(13) (installation, modification and replacement of traffic signals, where no more than a negligible increase in the use of the street will result).

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OTHER APPROVALS RECEIVED OR STILL REQUIRED

This change requires SFMTA Board approval.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors approve the proposed temporary parking modification.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has identified a need for temporary parking modifications in support of the Commuter Shuttle Pilot program as follows:

- A. ESTABLISH – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6 AM TO 10 AM, MONDAY THROUGH FRIDAY -- Potrero Avenue, west side, from 25th Street to 100 feet southerly.

WHEREAS, The proposed modification was presented at the duly noticed March 6, 2015, SFMTA Engineering Public Hearing; and,

WHEREAS, On January 9, 2014, the San Francisco Planning Department determined that the Commuter Shuttle Policy and Pilot Program were exempt from environmental review pursuant to Title 14 of the California Code of Regulations Section 15306 as a Class 6 (Information Collection), and on December 5, 2014, SFMTA staff, under delegated authority from the Planning Department, determined that the parking modification requested herein was categorically exempt from environmental review under Title 14 of the California Code of Regulations Section 15301, Class 1(c)(9) (changes in traffic and parking regulations where such changes do not establish a higher speed limit and/or result in more than a negligible increase in the use of the street) and/or Class 1(c)(13) (installation, modification and replacement of traffic signals, where no more than a negligible increase in the use of the street will result); and,

WHEREAS, The Commuter Shuttle Pilot program called for the creation of a pilot network of designated stops, to be primarily composed of shared existing Muni zones, and to include extensions of existing Muni zones and permitted commuter shuttle only loading zones as needed; and,

WHEREAS, The Commuter Shuttle Pilot program will provide the opportunity for the SFMTA to evaluate whether sharing Muni stops specifically selected to minimize impacts on Muni and other users, permit terms that establish standards for operations, and data-supported system management can minimize conflicts while supporting the beneficial commuter options that shuttles provide; and,

WHEREAS, Copies of the San Francisco Planning Department and SFMTA's CEQA determinations are on file with the Secretary to the SFMTA Board of Directors; and,

WHEREAS, The proposed action is the Approval Action as defined by the San Francisco Administrative Code Chapter 31; and,

WHEREAS, The public has been notified about the proposed parking modifications and has been given the opportunity to comment on those modifications through the public hearing processes on March 6, 2015; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the temporary parking modification listed as A above to remain in effect for the duration of Commuter Shuttle Pilot Program.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 21, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency